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**THIS WEEK
A SPECIAL SHOW OF
USEFUL**

**NEW YEAR
PRESENTS**

**LADIES AND CHILDREN
HANDSOME FUR SETS
UMBRELLAS & EX-TOUT-CAS
DAINTY NECKWEAR**

**FANCY HANDKERCHIEFS
GLOVES SCARVES ETC.**

**INFANTS AND CHILDREN'S
MILLINERY**

**PRETTY SILK SHOES
WOOL POLKAS
BIBES, TOILET SETS ETC.**

THE DIARY.

General Memoranda.

Friday, Jan. 7.—
2.30 p.m.—Auction of Household Furniture etc. at Messrs. Hughes and Hough's.

Sunday, Jan. 9.—
9 a.m.—Excursion to Macao by S.S. "Taihan".
Semi-final of Golf Championship at Fabling.

Monday, Jan. 31.—
9.15 p.m.—Piano Recital by Mr. Denman Fuller, F.R.C.O., L.R.A.M., in the City Hall.

**THE
'CHINA MAIL'
OVERLAND EDITION.**

**THE BEST WEEKLY NEWS-
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.**

**ORDER IT BEFORE GOING
HOME; AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.**

**VISITING CARDS
PRINTED AT
'China Mail' Office.**

The China Mail.

HONGKONG, WEDNESDAY, JAN. 5, 1916.

THE RECRUITING RETURNS.

At last an analysis of the results of Lord Denny's recruiting returns is published, and we now know the figures which have persuaded the Cabinet that a modified form of

conscription is desirable and necessary. Lord Denny when he began his campaign laid it down that to make the Voluntary system a success at such a crisis as that in which the Empire is now involved really meant that every man who would in a conscript country be taken out, should be taken out by his own voluntary service. The figures now published disclose that this desideratum has been far from met, and that even among the unmarried men of military age there are no fewer than 651,160 apart from those engaged in indispensable national services, who have not volunteered. Lord Denny's Report describes this as "far from being a negligible quantity," and having regard to the promise given by the Prime Minister that the married men would not be called on until the unmarried men are exhausted, there is no alternative but to obtain the services of these 651,000 men by conscription. Briefly summarised, Lord Denny's scheme was that after the national canvass was made the military authorities would draw up 46 groups of the eligibles who are willing to enlist. The unmarried men are divided into 23 groups according to age and vocation; there are 23 corresponding groups of the married men. They will be called out in successive groups as required, the first unmarried group first, and the 23rd married group last, a fortnight's notice being given to each group before it is called up. Individuals will be allowed to appeal to a competent body to be placed in a later group. Those who enlist not for immediate service with the Colours, but for service when called upon, will be placed in the Army Reserve without pay, but arrangements will be made to drill them during the time of waiting if they wish it. Men who wished to join the Colours at once were allowed to do so, or, if it should be found convenient to send them back to their homes or vocations for a time, they will receive pay and allowances at the rate of 3s. a day in the meanwhile, and be liable to be called to the Colours at 24 hours' notice. All men are being enlisted for general service, although infantry, it is stated, are specially required. The result of the canvass is that nearly three millions out of an available five millions attested their willingness to serve. It must be conceded that this is a magnificent result, but the occasion manifestly demands the services of every eligible man, and the Government will have no difficulty in the circumstances in obtaining from the country the necessary powers to compel service where it has not been volunteered.

The modern English child can be relied upon to put his parents in their place. Witness the following extract from a recent issue of "Home": "The important person at home is mother. Another important person is father. He helps her."

NEWS OF THE DAY.

LOCAL AND GENERAL.

The latest list of men who have gone to the front from the Malay States gives 847 names. Of these about 60 have lost their lives in action.

Mr. Owen Hughes and Mr. and Mrs. A. E. Griffin, who were on the ill-fated Yachaka Maru, are coming on to Hongkong by the French liner Andre Lebou.

Thefts from junks in Yau Ma Tei Bay have been frequent of late, according to a statement made by Detective Sergeant Wills at the Police Court this morning.

The British section of the Kowloon Canton Railway have kindly offered to present a cup to be played for by lady members of the R.H.K. Golf Club at Fan Ling. Date of closing of entries and other particulars will be found in an announcement on page 5.

The 1st Cadet Corps is in camp on the summit of one of the hills near Fanning. Lieutenant Crowther Smith being in command. Instead of the usual R.A.M.C. men being on duty at the camp, the Ladies' Voluntary Aid Detachment are on this occasion in charge of the hospital tent.

The Times of Ceylon to hand announce the impending sailing of the *Pelle de la Ciotat* with a contingent of 43 from Ceylon for war service, the batch comprising four Europeans, 24 Burghers, 10 Sinhalese, three Tamils and, it is interesting to note, two Malays. The latter were before sailing entertained to lunch by the Malay community in Colombo.

THE PRISONERS-OF-WAR CAMP.

ATTEMPTED ESCAPE.

Certain prisoners of war were interned at Hung Hom have again had their hopes of a escape badly shattered. A tunnel which had been in the making no doubt for many weeks and which extended from the camp under the railway line, a distance of about 40 ft., was discovered on Monday night. The tunnel had been commenced from the latrine, and we understand various implements were also found. The latrine, it appears, have cement floors. A block of the cement had been cut out and work had been carried on at night, the cement block being replaced during the day. The excavated earth appears to have been carried away by night-soil coolies. On the discovery a double guard was at once posted.

RAUB CRUSHING REPORT.

Messrs. Vernon and Smyth inform us that they are to-day in receipt of telegraphic advice from their Singapore agents that the Raub crushing for the past four weeks is 1,111 ounces of gold, as compared with 1,170 ounces for the preceding period.

VICTORIA THEATRE.

With films illustrating the war and topical events, the habits of the comorant, a three part dramatic picture and several good comedies, this week's programme at the Victoria Theatre makes a strong appeal to all tastes. Grenade-making and throwing is an interesting picture, "Battle for Freedom" a good drama, and the comedies are well varied.

A FINANCIER'S OPINION.

NO REASON FOR PESSIMISM.

Mr. Leopold de Rothschild, interviewed on the occasion of his birthday, said: "The war imposes a tremendous strain upon us. We are set a gigantic task, but there is no reason to be pessimistic as everything will come right. Lord Bessborough, in a speech in 1908, said: 'If ever Britain were dragged into a great war, she would be certain to win, as her finances were inexhaustible.' That opinion, in my view, is still true."

MALACCA CHINESE VOLUNTEERS.

The Malacca Chinese Volunteer Company is already an accomplished fact, the movement having been successfully organised by the Malacca branch of the Governor's reply to the memorial praying to be allowed to serve as Volunteers for the 14th December and on the 17th and 18th, Captain Sims, the commandant, had them drilled, when 70 and 84, respectively, of 100 men secured turned up. The call has been heartily and enthusiastically responded to by the Straits-born Chinese in Malacca and they are expecting many more to join.

STRAIGHT AT IT.

THERE is no use of our "beating around with it first at last." We might as well cut it straight at it. We want you to try Chamberlain's Cough Remedy, the best time you have a cough or cold. There is no reason so far as we can see why you should not do so. This preparation by the famous Dr. J. C. Chamberlain is a world wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all Chemists and Storekeepers.

THE MAGISTRACY.

ALLEGED THEFT OF MONEY FROM AMALHS.

Two Chinese, a houseboy and a cook, charged with stealing \$207 in money and jewellery from two Amalhs at 4 Cameron Road, Kowloon, were discharged by Mr. Hazledine to-day. It was stated that one of the Amalhs was Secretary of the Amalhs' Guild of Kowloon and as such was in possession of a considerable sum of money.

SAMPAN MEN CHARGED WITH ASSAULT.

Three sampans men were charged on remand before Mr. Hazledine this afternoon with assault. Complainant's story was that he was playing football at Causeway Bay when the ball went into the water. He asked the defendants to fetch it but they refused to do so, and when he attempted to board the sampans he was assaulted. While he was hanging on to the side of the boat the defendants rowed outside the breakwater. While lying in the boat defendants took over \$6 from him, and the first man attempted to throw him overboard again. Inspector Gordon said complainant was lying exhausted in the bottom of the boat when the police launch found them outside the breakwater.

The first defendant alleged that complainant had assaulted him on two previous occasions, because he had given evidence against his elder brother, and mentioned certain documents.

After inquiries Mr. Hazledine said there seemed some truth in the defendant's story, and the case was adjourned.

SUEZ CANAL DUES.

INCREASED FIFTY PERCENT.

On the recently announced increase of the Suez Canal dues by 50 per cent, the "Times of the Ceylon" makes the following remarks:—

which the Canal Company was authorized to charge by its convention of 1856 was 10 francs a ton. In the first instance they were levied on the tonnage as shown by the papers on board each vessel, but from March, 1872, they were charged according to a registered tonnage, computed by the British Maritime Shipping Act, 1854. The result was that the shipowners had to pay more, and objections being raised, the whole question of the method of charge was submitted to a permanent international conference which met at Constantinople in 1872. It fixed the dues at 10 francs per ton, registered tonnage (English reckoning) with a surtax of 4 francs per ton, which, however, was reduced to 3 francs in the case of ships having on board papers showing their tonnage ascertained in 1872. It fixed the dues at 10 francs per ton, registered tonnage (English reckoning) with a surtax of 4 francs per ton, which, however, was reduced to 3 francs in the case of ships having on board papers showing their tonnage ascertained in 1872. It fixed the dues at 10 francs per ton, registered tonnage (English reckoning) with a surtax of 4 francs per ton, which, however, was reduced to 3 francs in the case of ships having on board papers showing their tonnage ascertained in 1872.

regiment but on the Sultan threatening to enforce it, if necessary by armed intervention, he gave in and brought the new traffic into operation in April, 1874.

By an arrangement with the Canal Company in 1876, the British Government, which had been the purchaser of the Khedive's shares, had become a large shareholder, undertook negotiations to secure that the successive reduction of the dues should take effect on fixed dates, the dues being reduced by 50 per cent, after which the maximum rate was set at 10 francs per official tonnage. But before this happened British shipowners had started a vigorous agitation against the dues, which they alleged to be excessive, and had even threatened to contract a second canal. In consequence a meeting was arranged between them and representatives of the Canal Company in London in November, 1883, and it was decided that on January, 1885, the dues should be reduced to 5 francs a ton, the sliding scale as the dividend increased, and that after the dividend reached 25 per cent the surplus profits should be applied in reducing the rates until they were lowered to 6 francs a ton. Under this arrangement they were fixed at 7 1/2 francs per ton at the beginning of 1908, with reduced rates for ships in ballast. For passengers the dues remained at 10 francs per head, the figure which they were originally fixed.

On January 1st, 1913, the rate of transit dues was reduced to 6 francs 25 centimes per ton and 3 francs 75 centimes for vessels in ballast, and since then there has been no change. It is interesting to note that had the effect of reducing the dues been applied in 1913 to the tonnage of 1912, the total dues would have amounted to 128,650,324 fr., as compared with 138,423,331 fr., in 1912 and 134,702,199 in 1911.

The projected increase is of special interest to Ceylon in so far as it may possibly have the effect of bringing about an increase in the rate of freight between Colombo and European ports. A Times of Ceylon representative who made inquiries amongst local shipping agents and others gathered that the general impression is that this increase in the Canal charges is not in itself sufficiently large to warrant the shipping companies raising their rates of freight. It is pointed out that the extra amount which will have to be paid even by some of the largest vessels which call at Colombo will be comparatively speaking, small. It is expected that the increase will be an all round one and will apply to vessels in ballast as well as to laden vessels and that the passenger charge will be also increased by 80 centimes.

Although it is not thought that the increase will mean an advance in freight rates, the shipping agents point out that this all helps to increase the running expenses and that these expenses continue to increase in other directions, the heavier Suez Canal dues may be eventually partly responsible for a future increase in the freight rate.

COURE THAT COUGH.

WHEN you have a troublesome cough or cold, you do not mean that you have consumption or that you are going to have it, but it does mean that your lungs are threatened, and it is just as well to be on the safe side and take Chamberlain's Cough Remedy before it is too late. For sale by all Chemists and Storekeepers.

SHIPPING ITEMS.

The Orient Steam Navigation Co., Ltd., has declared a dividend of 5 per cent.

The Zurich Zeilung learns from Bremen that the North German Lloyd Steamship Company propose to construct a 35,000-ton passenger liner, sister ship to the Columbus, to be called the Hindenburg.

The 50,000-ton White Star liner Britannia, the largest British-built steamer afloat, was successfully drydocked at Belfast on November 23 before starting on a few days' trial trip. Owing to the immense size of the steamer, which was launched twenty-one months ago, the operation of transferring her from the berth to the giant Thomson Dock was no easy task. She is 500 ft. long and 93 ft. beam.

The Mercantile Marine Service Association have received notice from the Board of Trade calling attention to the use of steel rings inside of ships' keels. It is pointed out that they sometimes become magnetized—and, owing to their close proximity to the compass needle, when worn by the keel they cause considerable deviation and render the observation unreliable. It is made of a non-magnetic substance should be substituted.

It was announced in London at the end of November that an advance of 10s. per ton has been made in the Weight and Measurement Minimum. The new rates apply to all ports in the Straits, China, and Japan. This applies to all Conference steamers, and shippers should bear this in mind when making future arrangements.

During November the Clyde shipbuilders launched four merchant ships of 4,000 tons, making a total of 16,000 tons for the month. The total for November was 38,000 tons, and the total for the 11 months 415,000 tons. The aggregate for the same period two years ago exceeded 600,000 tons, and in the two previous years 500,000 tons.

The world's shipping has gone through a signal change since the outbreak of War. The tonnage of the world's merchantmen is now roughly put at 17,000,000, showing a decrease of 10 per cent. from the ante-bellum tonnage. The new tonnage is now roughly put at 17,000,000, showing a decrease of 10 per cent. from the ante-bellum tonnage. The new tonnage is now roughly put at 17,000,000, showing a decrease of 10 per cent. from the ante-bellum tonnage.

The following paragraph is taken from a Japanese contemporary:—

A San Francisco message states that the S.S. *Albatross*, 20,178 tons, recently sold by the Great Northern Steamship Co. to a London firm, which left Seattle recently on her first trip to London, has become crippled at about 300 miles south of San Francisco. The cause of the incident is ascribed to three German crew members who are said to have attempted to explode her engine. This incident has caused the Carnegie Trust to transfer the right of possession of the *Albatross* to the United States Steel Manufacturing Co. for \$5,000,000, which amount is to be paid by the Trust in the British Exchange bonds as an expression of spite against the Germans.

The Koninklijke Paketvaart Maatschappij (Royal Packet Navigation Co.) of Batavia, on Jan. 1 celebrated its 25th anniversary. The company was established in 1891, and incorporated in Amsterdam, started building in the Netherlands Indian Archipelago with 25 vessels, with a total tonnage of 28,637 gross. In 1914 the company's fleet consisted of 87 vessels with a gross tonnage of 145,082. Some vessels are still under construction at the present time but during the course of 1915 the company's fleet will consist of 95 vessels with a gross tonnage of 169,157. The average number of arrivals and sailings during 1915 in Singapore has been 80 monthly. During the period of 25 years the company extended its trade to Singapore and Penang and in the year 1909 opened the additional Line service. The company has been much Government contract and has done much to develop the Archipelago and to encourage trade, not only within the limits of the Netherlands Indian possessions, but also between the Netherlands Indian Islands, the Straits and Australia.

The Corps now numbers 478 of all ranks, made up as follows:—Staff, 19; No. 1 Company 120; No. 2 Company 146; Nos. 3 and 4 Companies 193.

HONGKONG POLICE RESERVE.

STRENGTH.
Sat. Jan. 8th. Volley Firing (men of Nos. 2, 3, & 4 Companies) who have been sent to the Victoria Barracks, at 1.30 p.m. and No. 2 at 3 p.m.

Sun. Jan. 9th. Part II for all Inspectors and Sergeants. Leave Blake Pier at 9 a.m.

Sun. Jan. 10th. Nos. 3 & 4 Companies of No. 2 Company are warned that this date is provisionally allotted to them for Part II. PARADES—5.30 p.m.

Uniform, Caps with covers, Rifles and ammunition.

Tuesday, Jan. 10th. No. 2 Company.

Wednesday, Jan. 12th. No. 1 Company.

Thursday, Jan. 13th. No. 3 Company.

Friday, Jan. 14th. No. 4 Company and all Recruits.

ANNUAL DINNER.
Company Inspectors are warned to send to this office before January 15th, and not January 8th, the probable number of men who would attend from each Platoon.

REVISIONS, PROMOTIONS, &c.
It is with regret that the revision is permitted of Inspector Mow Fung to the rank of P.O.

The Hon. O.S.P. has sanctioned the promotion of Crown Sergeant Wei Wing Sam to the rank of Inspector, and his appointment to take command of No. 3 Company.

DO YOU COUGH?
DON'T overstrain the fine membrane of your throat in trying to dislodge the phlegm. Chamberlain's Cough Remedy will accomplish this for you, and cure the cold that is causing it. For sale by all Chemists and Storekeepers.

SOMETHING TO REMEMBER.
IN buying a cough medicine for children, bear in mind that Chamberlain's Cough Remedy is the best for colds, croup, whooping cough, and that it contains no harmful drug. For sale by all Chemists and Storekeepers.

SPORTING.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The following are the handicaps for the Cruiser Race for the Chps kindly presented by Capt. G. K. Hall Brutton to be sailed off on Sunday, 9th inst.—

CHINESE RIG.
Miranda 20 sec.
Sealengden 30 sec.
Ononone 20 "
Dorothy II 60 "
Flora 180 "

ENGLISH RIG.
Vesper Scratch.
Foathars Scratch.
Queen Bee 35 sec. per mile.
Course—Admiralty Rock (Port), Distance 23 miles. Preparatory Gun, 0.55 a.m. Starting Gun 10 a.m.

The Council for the Handicap Class, One-Design Class, Heyward Hays and Gael Class on Saturday, 8th inst., is No. 4.

THE PANAMA CANAL.

General Goethals is quoted as saying: "When the Panama Canal is re-opened, it will be with a permanent claim at through the cut, even if this work takes the rest of the year. Mass of material involved in the break of October 14, 1914, which has been sliding gradually into prim, moved precipitately. This combined with similar movement from the break which occurred just opposite on the west bank in August, causes present conditions. Length of channel involved, 1,300 feet, of which 20 feet has present width of 23 feet and depth of 9 to 15 feet. For week ending October 9, 500,000 cubic yards of material were dredged, but as the movement continues the result has been to maintain only what slides left in the first instance. Canal is therefore physically closed temporarily. On the east side the bank is upward of 300 feet above Canal level, and on the west side varies from 30 to 400 feet above. Material in settling and moving, creates earth waves with deep depressions behind, these being some 500 to 600 feet from the Canal prism with elevations of 60 to 80 feet above water surface. These waves undoubtedly counterbalance the weight of the broken mass on either side, and, when removed, may cause another similar movement; hence the impossibility of making any prediction as to the date of reopening until after the waves which now block the channel have been removed and the action of the remaining material determined. Heavy rains materially affect the movement. Whether lightdraft ships can pass in advance of the heavy drafters will depend on conditions when a reasonably secure channel is attained."

FORGED TREASURY NOTES.
A raid on premises in North London was described at Bow Street on November 26th when four men were charged with being concerned together in having in their possession a machine, plates and other implements for the manufacture and forging of £1 Treasury notes at an address in Tottenham. Chief Inspector Fowler, of Scotland Yard, merely gave evidence of arrest in order that the case might eventually be taken up by the Director of Public Prosecutions. He stated that on Friday evening Alfred Ernest Edwards, one of the accused, came out of the building and was immediately seized by Sergeant Goodridge. It required the united efforts of three police officers and two civilians to drag him from a fence to which he had clung. The police officers entered the premises and found a printing machine with an engraving of a £1 Treasury note upon it, and various machines in the place there were from 1,000 to 1,500 forged Treasury notes. Edwards were remanded for a week.

THE EMPIRE PARTNERSHIP.

The well-known writers on naval and Imperial affairs, Messrs Percy and Archibald Hurd, have published a book entitled *The New Empire Partnership*. The authors contend that there must be one single navy for the British Empire. They oppose separate Canadian, Australian, and other colonial fleets as fatal to maritime efficiency. Mr. Sidney Low, military editor of the *Standard*, reviewing the book, says it follows there must be one Imperial executive, and hence and foreign policy, representing the entire community. Messrs. Low says: "Is the English governing committee of party politicians to be regularly supplemented by representatives and corresponding committees in the Dominions, or are we to have a distinct Imperial Cabinet? I think that presently there will be a revival of the Imperial Federation idea. The Empire must cease to be an association of detached units and become a real partnership."

CANADA'S GIANT AIRSHIP.
The trial of a giant airship called the Canada has taken place in the dominion. The most important claims made for it after a thorough test by British aviation officers and those of the Entente Allies are that it is superior to any airship which the Germans possess and can be depended upon to put the Zeppelins out of business. It is said to be able to fly at upwards of ninety miles an hour and as the gun is placed either up or down, it will not be necessary for it to rise above the enemy to destroy him, as is the case with present machines. It is capable of carrying bombs of greater destroying power than the Zeppelins.

According to German advices received from Brussels the French soldier, who confessed that he had been assisted by Miss Cavell led to the arrest and execution of that nurse has committed suicide in the military prison at Brussels.

LONDON RUBBER MARKET.

Company Reports Dividends And Notices.

The London and China Express of November 24 says:—In the early part of the period since our last issue there were several strenuous days in the rubber share market, but with a slight relapse in the quotation of the raw material there came a reaction. When everything has been done for cash the bull movement cannot well go so far as when there are facilities for carrying and the set-back only indicated a healthy position. Treasury restrictions ban any gambling now-days, or assuredly we should have had a boom of larger or smaller dimensions. But now people only can buy what they can pay for, and this provision keeps prices from rising to what would certainly have eventuated under normal conditions. On the whole the prospect must be bright with rubber to sell over 3s., which will make quite a good average for the year. There is not much sense in rushing to the "bull" price of rubber, which may perhaps prove to be a passing fluctuation. The factor which regulates share values is the average price of rubber for the working year, and it is satisfactory indications in this direction which justify higher levels for all sound shares. If the average price for the whole of 1915 is going to be anything over 2s. 6d., shares of the right type are still much undervalued, because the basis of dividend yields will be so greatly improved. Current prices, which sudden bursts of activity as we have witnessed, therefore, are good grounds to anticipate steady appreciation of rubber share prices, simply upon investment market exhibits a very dry tape again, though it has by no means reached the big advance in the price of the commodity.

Malayan Interim dividend 3 per cent.
Sumatra Interim dividend 15 per cent.
Malacca Interim dividend 10 per cent.
Last year none.

Mamman—Report to June '00 shows profit 2769.
Sennah—Dividend 10 per cent, tax free, 23,000 to reserve.

Cleio—Interim dividend 40 per cent ordinary shares and 45 per cent on preference. Last year 20 per cent, and 22 1/2 per cent respectively.

Singapore—Report to June 30 states crop was 800,988 lb, averaging 2s. 1 1/4d. per lb. All-in cost is 2 2/3d. per lb. Net profit 236,717, and forward 27,577; proposed to reserve 210,000, dividend 20 per cent, forward 27,234.

Singapore—Accounts to June 30 show net revenue, including 471 forward, 22,172; proposed dividend 5 per cent payable in fully paid shares of the company at par, tax free, 2400 of underwriting expenses, 2304 forward.

Bukit Rajang—Report to June 30 states profits available is 233,824; proposed final dividend 15 per cent, making 324 per cent for year to reserve, 24,000 forward, 18,573. Crop harvested was 380,547 lb, sold at 2s. 1 1/2d. per lb.

Accounts show, with 23,920 forward, profit of 233,772. Proposed 18,000 to reserve to meet excess profits and income tax, dividend 10 per cent, 25,272 forward. Crop was 646,089 lb, selling at 2s. 2 1/4d. per lb, and all-in cost 1s. 8 1/2d.

Sagor—Report to July 31 states crop was 301,828 lb, averaging 2s. 0 1/2d. per lb. All-in cost is 1 1/2d. Net profit is 118,100, and 22,300 is transferred to reserve. Now proposed 23,500 to reserve, final dividend 25 per cent, making 40 per cent for year, 23,004 forward.

A BEAUTIFUL ADVENTURE.
Spy Who Married French Officer.

An extraordinary situation has been created in a town in the north-west of France by the arrest of a beautiful adventuress on a charge of espionage. The woman was born in Hamburg, and lived in Berlin until shortly before the outbreak of war.

During the first few months of the hostilities she resided in France, and, curiously enough, her nationality was never discovered by the authorities. She made the acquaintance of many French officers, had various residences in Paris and other provinces, and had a number of motor cars at her disposal.

Finally suspicion was aroused in certain quarters, and in order to throw the police off the track she married a French officer. She subsequently made frequent journeys to England, Switzerland, and Spain, and would probably have been able to continue her career untroubled had not a high military official taken matters into his own hands and ordered her arrest.

An inquiry into the affair brought about some interesting disclosures, and the woman will shortly appear before a military tribunal on a charge of espionage.

RESTRICTIONS IN COLOMBO HARBOUR.

The authorities have begun to enforce certain restrictions on passengers and the crews of vessels lying in the port of Colombo. The need for strong measures has been recently emphasized, with the result that no member of the crew of a vessel from the Far East, except, of course, ship officers coming ashore on business, will be allowed to land between 11 p.m. and 6 a.m. The restrictions being intended in the case of vessels arriving from the Far East, except where special permission has been granted by the Superintendent of Police. An additional safeguard has been provided by the rule that licensed boats and launches are not to ply within prohibited hours. While these orders come within the scope of the Quarantine and Fluvial Regulations, it is understood that they are really intended to give the Harbour authorities better facilities for carrying out their duties.

Five Chinese of the "Hendrick Ison" were charged in the Police Court recently with coming ashore without a permit from the Port Surgeon. The Magistrate found them guilty and imposed a fine of

SHIPPING

P. & O. S. N. Co.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NELLORE and YOKOHAMA	Capt. A. M. King	About 8th Jan.	Passage.
SHANGHAI, MOJI, KOBE, MONGARA and YOKOHAMA	Capt. R. P. Fyfe, R.N.R.	10th Jan.	Passage.
LONDON & BOMBAY via NOVARA	Capt. J. P. M.	3 p.m.	See Special Notice.
LONDON & BOMBAY via KASHMIR	Capt. F. H. S. Stone	14th Jan.	See Special Notice.
LONDON & BOMBAY via KASHMIR	Capt. F. H. S. Stone	23rd Jan.	Passage.

All the above steamers are fitted with Wireless Telegraphy.

E. V. D. FARR, For Superintendent.

P. & O. S. N. Co.'s Office.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE
in connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA AND TACOMA via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA.

S.S. 'TACOMA MARU' Capt. T. Hamada, Tuesday, 11th Jan., at 3 p.m.
S.S. 'HAWAII MARU' Capt. Saito, Friday, 21st Jan., at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG and COLOMBO.
S.S. 'SAIGON MARU' Capt. N. Kobayashi, Friday, 7th Jan., at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.
S.S. 'DAIJIN MARU' Capt. S. Saito, Sunday, 9th Jan., at 10 a.m.
S.S. 'KAJO MARU' Capt. Murakami, Sunday, 9th Jan., at 10 a.m.

For ANPING and TAKAO via SWATOW and AMOY.
S.S. 'ROSE' Capt. A. Kobayashi, Wednesday, 19th Jan., at 8 a.m.

FOR HAIPHONG via PAKHOI.
S.S. 'KEIJO MARU' Capt. Imamura, Thursday, 13th Jan., at 10 a.m.
S.S. 'DAIGO MARU' Capt. T. Koshi, Thursday, 13th Jan., at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive and depart from the Port of Victoria near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:
H. YAMAGUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	7th January.	15th Jan., at 11 a.m.
EASTERN	30th January.	31st Jan., at 11 a.m.
ALDENHAM	20th February.	23rd Feb., at 11 a.m.
ST. ALBANS		15th Mar., at 11 a.m.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. Fitted with wireless Telegraphy.

For further particulars, apply to:
GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND 'APCAR LINE'.
Proposed Sailing from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
'FOOK SANG'	8th Jan.	A Steamer	End of January.

For Freight and further particulars apply to:
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.
(With liberty to call at the Malabar Coast.)

For NEW YORK via SUEZ or CAPE OF GOOD HOPE.

S.S. SKIPTON CASTLE On or about 29th January.
S.S. EGREMONT CASTLE About Middle of February.

For Freight & further particulars, apply to:
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

SOUTH SEA MAIL S. S. CO.

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. BANRI MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 24th Jan.

S.S. HOKUTO MARU, For Moji, Kobe & Yokohama, 29th Jan.

For Freight & Passage apply to:
DODWELL & CO., LTD., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	SHANTUNG	Jan. 8, at 4 p.m.
PAKHOI & HAIPHONG	KAIPORE	Jan. 7, at 10 a.m.
HAIPHONG	CHUKROW	Jan. 8, at 11 a.m.
SHANGHAI	CHENAI	Jan. 9, Daylight
MANILA, CEBU & ILOILO	CHENAI	Jan. 11, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

MANILA LINE. Twin Screw Steamers 'Chihna', 'Taming', & 'Tean'. Excellent Saloon accommodation, amplitudes, Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Chenai', 'Liangchow', 'Luchow', 'Yungchow' and 'Sinking' with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed for Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, MOJI & KOBE	KUTSANG	FRIDAY, Jan. 7, Daylight
HOIHOW & HAIPHONG	LOKSANG	FRIDAY, Jan. 7, at 8 a.m.
SINGAPORE, PENANG & CALCUTTA	POOKSANG	SATURDAY, Jan. 8, at 5 p.m.
MANILA	YUENSANG	SATURDAY, Jan. 8, at 5 p.m.
SHANGHAI	HOPSANG	SUNDAY, Jan. 9, Daylight
MANILA	LOONGSANG	SATURDAY, Jan. 10, at 3 p.m.

RETURN TOURS TO JAPAN.

The steamers Kutsang, Yuensang, Loksang & Pooksang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Island Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yohang, Yuensang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.
* Passengers have superior accommodation for First-Class. Passengers are also fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Oshih, Weihaiwei.

Taking Cargo on Through Bills of Lading to Koda, Lahad Duta, Semporna, Tawau, Sandakan, Jesselton and Labuan.

For Freight or Passage, apply to:
Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & BANGKOK.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to:
Telephone No. 216.

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 216.

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 216.

JARDINE, MATHESON & Co., Ltd., Agents.

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JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 216.

JARDINE, MATHESON & Co., Ltd., Agents.

SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
KIYO MARU	17,000-15 knots	Sat., 8th Jan. at Noon.
CHIYO MARU	12,000-11 knots	Tues., 25th Jan. at Noon.
PERSEA MARU	9,000-17 knots	Thurs., 3rd Feb. at Noon.
TENYO MARU	12,000-11 knots	Tues., 15th Feb. at Noon.
KIPPON MARU	11,000-15 knots	Tues., 29th Feb. at 10.30 a.m.
DAIREN MARU	8,000-14 knots	Tues., 3rd Mar. at Noon.
ANYO MARU	12,500-13 knots	Wed., 11th Mar. at Noon.
SHIYO MARU	12,000-11 knots	Sat., 14th Mar. at Noon.

Proceeding to South American Ports. Via MANILA, Omitting Shanghai.
First Class to London. £71-10. Return (6 months) £130.
" " New York. £80.
" " San Francisco. £45.
SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Coronal via Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Colima, Arica, Iquique and Valparaiso. Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.
KIYO MARU 17,000-15 knots. Saturday, 8th Jan. at Noon.

For full particulars as to Passage and Freight apply to:
K. DOI, Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 293.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATE
MARSHALLS & LONDON via SINGAPORE	SMISHIMA MARU	Tons 18,000	THURSDAY, 13th Jan., at Noon.
MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU	Tons 21,000	THURSDAY, 27th Jan., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	SADO MARU	Tons 12,500	SATURDAY, 15th Jan., at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SAWA MARU	Tons 12,500	TUESDAY, 25th Jan., at Noon.
SHANGHAI MOJI & KOBE	NIKKO MARU	Tons 9,800	FRIDAY, 14th Jan., at 4 p.m.
YOKOHAMA	SHITACHI MARU	Tons 13,500	TUESDAY, 15th Feb., at 11 a.m.
YOKOHAMA	KIRIN MARU	Tons 8,000	THURSDAY, 13th Jan., at Noon.
YOKOHAMA	CEYLON MARU	Tons 10,000	SATURDAY, 8th Jan., at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	PENANG MARU	Tons 8,000	SATURDAY, 8th Jan., at Noon.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Tons 13,500	FRIDAY, 14th Jan., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	TOSA MARU	Tons 12,500	FRIDAY, 14th Jan., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SHITAZAKI MARU	Tons 16,000	TUESDAY, 25th Jan., at 10 a.m.

SOME PRINCIPAL FARES.

To London 1st Single Yen 800.	To Marseilles 1st Single Yen 650.
" " 2nd Single " 400.	" " 2nd Single " 325.
" " 3rd Single " 200.	" " 3rd Single " 160.
To London, Southampton, Liverpool via New York £80. 13s.	
" " via Montreal £80. 13s.	
To Victoria, Vancouver, Seattle 1st Single " 225.	
" " 1st Return " 237. 10s.	
To Sydney, 1st Single £40.	To Melbourne 1st Single £41.
" " 1st Return £75.	" " 1st Return £73. 15s.
To Yokohama, 1st Return \$150.	To Kobe 1st Return \$125.
" " 2nd " 90.	" " 2nd " 83.

Round-the-World Yen 1,045.

KUSU MOTO, Manager.

Telephone No. 392.

THE CHINA MAIL, LTD.

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCUITARS, PAMPHLETS, BOOKS, PROSPE-

TURES, WINE LISTE, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

5 Wyndham Street.

European Supervision

Moderate Price

SHIPPING

THE AMERICAN & MANOHARIAN LINE.

(BREMEN & BUCKHALL STEAMSHIP CO. LTD.)

For BOSTON AND NEW YORK via CAPE OF GOOD HOPE.

(With liberty to call at Malabar Coast) THE Steamship "KATHLAMBA."

8,339 tons, will be despatched as above on WEDNESDAY, 12th January, 1916.

For Freight and further particulars, apply to:

THE BANK LINE, LIMITED, Agents.

Hongkong, Jan. 5, 1916. 1035.



STEAM FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, ROYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for RATA, VIA PERSIAN GULF, CONTINENTAL, TAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NOKARA, Captain H.E. Hetherington, R.N.R. carrying H.M. Majesty's Mails will be despatched from this port on or about THURSDAY, 14th January, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Service from Colombo, Penang, Singapore, and Hongkong.

Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. Kaiser and due in London about 28th February, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to:
E. V. D. FARR, For Superintendent.

Hongkong, Dec. 31, 1915.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, ATSUTA MARU, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns & Godown of WILSON and GODOWN at 10 a.m. on TUESDAY, 15th January, 1916, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 7th January, 1916, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, Jan. 3, 1916. 2

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship Kumsang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo regarding the discharge or remaining on board after Noon the 4th January will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by:

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Jan. 4, 1916. 12

TOYO KISEN KAISHA.

FROM MEXICAN, PERUVIAN, CHILIAN, HONOLULU AND JAPAN PORTS.

THE Steamship KIYO MARU, having arrived from the above Ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undischarged on FRIDAY, 14th January, 1916, at 10 a.m. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on 21st Goods remaining undischarged on 4th January, 1916 at 5 p.m.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown. All claims and damaged Cargo will be lodged into the Co.'s Godown, where they will be examined on 11th January, at 10 a.m.

No claims will be recognized if filed after the 12th January, 1916.

K. DOI, Acting Agent.

VISITORS AT HOTEL

"ELLERMAN" LINE,
(Ellerman & Bucknall Steamship Co., Ltd.)
JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

For STEAMER SALE

LONDON....."KANSAS"..... On 15th February.

Subject to change without notice.
For rates of freight and further information apply to
THE BANK LINE LTD.,
Reis & Co., Canton. General Agents.

[illegible]

STRAITS RUBBER COMPANIES.		
2	1/	Sungei Kapor 7/3 8/3
2	1	Sungei Krian Prof. 35/0 40/0
2	1	Tebrau 37/3 42/3
2	1	United Serdang 3/2 3/3
2	1	Ulu Sungei Seremban 25/2 25/2
2	1	United Sumatra 4/3 5/3
2	1	United Temiang 1/5 1/6
2	1	Yal dal 1/4 1/5
2	1	Yallangbros. 1/5 1/6
2	1	Yam Seng 3/2 3/3

SINGAPORE, December 24th.

S. VALER.	BUYERS.	SIZES.			
1/ Allagar	1/2	1 1/2	1	Alor Ulu	2.30 ad
1/ Anglo-Java	11/8	13/8	10	Ayer Hitam	22.30 25.00
1/ Anglo-Malay	10/8	11/8	11	Ayer Kuning	1.00 1.00
1/ Ayer Kuning	12/8	14/8	12	Ayer Molek	1.98 2.00
1/ Batang Malaka	1/8	1/9	5	Ayer Panas	6.30 7.10
1/ Batu Caves	22/0	23/0 - nom	1	Balekwan	3.40 3.60
1/ Batu-Tiga	47/0	55/0	10	Bukit Timah	17.00 12.60
1/ Bekoh	1/10	5 1/2	1	Bukit K. B.	0.82 0.90
1/ Bukit Kajang	40/0	45/0	1	Bukit-Katil	0.67 0.75
1/ Bukit Mertajam	2/5	2/10 1/2	1	Bukit-Jelotong	0.47 0.65
1/ Bukit Rajah	100/0	110/0	8	C. Chagat Serdang	6.00 6.75
1/ Bukit Selangor	1/0	1/3	1	Glensly	1.15 1.25
1/ Bukit Sembawang	2/0	2/4	5	Haytor	6.75 7.50
1/ Castledale	55/0	75/0	10	Indragiri	8.00 9.00
1/ Chersonese	3/0	3/8	1	Jeram Kuantan	1.17 1.25
1/ Chimpung & p.d.	14/8	7/0	1	Jimah	0.69 0.65
1/ Cleary Ora	14/8	15/8	6	Kelemak	3.65 3.75
1/ Prof	14/8	15/8	2	Kempas	4.85 4.75
1/ Consolidated Malay	8/0	9/5	5	Kluang	3.70 3.90
1/ Damansara	57/8	65/8	1	Malaka Pinda	1.88 1.85
1/ Dennistown	22/0	23/0	2	Malakoff	5.65 5.75
1/ Duff	3/8	4/4	1	Mandi Tekong	0.65 0.75
1/ Edinburgh	6/3	7/0	5	Mergui	2.75 3.00
1/ Galing Besar	1/8	2/8	2	New Serendah	2.40 2.60
1/ Golconda	45/8	51/8	5	Nyalas	4.40 4.80
1/ Hajopee	6/0	6/8	10	P. Panayan	15.50 13.75 ad
1/ Heawoods	2/0	2/8	5	Puan Balang	1.20 1.30
1/ Highlands	ad				8.50 p.d. 5.75 5.25 4 1/2
1/ Lands	40/0	45/0	1	Punggur	0.57 0.62 1/2
2/ Jasin	1/0	1/4	5	Raddella	8.75 9.25
1/ Kapanua	2/0	2 1/2	2	Sandaycroft	7.50 8.50
1/ Kampong	80/0	90/0	1	Sembong	0.17 0.25
1/ Kapong	12/8	13/8	5	Sungei Egan	1.60 1.85
1/ Kombok	2/1 1/2	2/5	1	Tanah	0.57 1.25
2/ Kota Tinggi	7/0	1/10	5	Tekap Anson	7.25 7.50
1/ Kuala Lumpur	70/0	80/0	2	Trafalgar	0.90 1.00
1/ Labu (F. M. S.)	4/9	5/8	1	Ulu Pandan	0.47 0.55
1/ Landron	35/0	40/0	1	United Malacca	9.50 1.05
1/ Langen	27/8	35/8			

1 Malacca 7½ Proft.	72/8	80/0
1 Malacca Ord.	75/-	82/6
1 Malayan	21/-	24/-
1 Merlimau	3/9	4/3
1 Mount Austin	18/-	21/-
1 Nanyang	18/-	19/-
1 Padang Jawa	1/9	2/-
1 Pataing	28/-	31/6
1 Pegoh	32/8	37/6
1 Perak	3/9	4/9
1 Permas	16/8	19/3
1 P. Dickson		
1 Luckat 1 p.	1/3	1/8
1 Rembia Prah	18/-	21/-
1 Rembia Ord.	15/-	18/-
1 R. Eat of Krian	1/9	2/2
1 Rubber Invest.		
1 Trusts 15/- p.d.	72/-	73/0
1 Seafield	10/-	11/6
1 Selangor	19/-	22/-
1 Seendayan	21/-	22/-
1 Seremhar	15/-	18/0
1 Sialang	42/6	46/-
1 Singapore Para	1/9	2/3
1 Singapore Burt	18/-	21/-
1 Straits S. United	3/6	4/-
1 Sungei Pauh	6/4	7/0
1 Sungai Choh	40/-	43/-

Latest Quotations by Mail.

Shanghai, December 16th.

OFFICIAL.

H. & S. Bank's Rates.

Shai Leds 6% Debts. (1909) Tls. 106.
(1915) Tls. 106.

North China Insurance Tls. 132.50.

Shanghai Leds Tls. 107.

Cathay Trusts (Ord.) Tls. 2.30.

Shanghai Cottons Tls. 87.

Anglo-Java Tls. 13.25.

Ayer Tawabe Tls. 42.

Batu Anans Tls. 1.95.

Bukita Tls. 5.30.

Java Consolidateds Tls. 22.

Kroenweeks Tls. 21.50.

Ropas Tls. 1.80.

DIRECT BUSINESS REPORTED.

Shanghai Cottons Tls. 88.

Ayer Tawabe Tls. 42.50

Batu Anans Tls. 2.

H. B. OLLERSEN.

Secretary,

Shanghai Stock Exchange.

[illegible]

THE business of the above Bank is conducted by THE HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on a minimum monthly basis, at 4 PER CENT. per annum. Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on DEMAND DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STAAB,
Chief Manager.

Hongkong, May 14, 1914. 1517

THE ROYAL CHARTER BANK OF INDIA
AUSTRALIA, AND CEYLON.

"INCORPORATED BY ROYAL CHARTER 1863."
HEAD OFFICE, LONDON.

Paid-up CAPITAL £1,200,000
RESERVE FUND £1,900,000
UNPAID LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and INTEREST DEPOSITS received for 1 year or shorter periods at rates which will be quoted upon application.

WM. DICKSON,
Manager.

Hampstead, July 10, 1914.

THE MERCHANTILE BANK OF
INDIA, LIMITED.

Authorized Capital...	£1,500,000.
Reserves...	1,125,000.
Fixed-up ...	562,500.
Reserve Fund ...	500,000.

BANKERS,
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business
transacted.

INTEREST allowed on Current Accounts
at 2 per cent. per annum on Daily
Balance and on Fixed Deposits at rates
which may be ascertained on application.

C. CHAMPEKIN,
Acting Manager.

Hongkong, Sept. 4, 1915.

THE YOKOHAMA SPECIE
BANK, LTD.
—
ESTABLISHED 1880.
—
AUTHORIZED CAPITAL ... Year 48,000,000.00
PAID-UP CAPITAL 30,000,000.00
RESERVE FUND 20,000,000.00

HEAD OFFICE—YOKOHAMA,

BRANCHES AND AGENCIES AT

ANTWERP-HAER	NIIGATA
BARCELONA	NEWCHANG
BOMBAY	NEW YORK
CALCUTTA	OSAKA
CHANGHAI	PEKIN
DARREN (DAIST)	PORTLAND
FUJITSU (YOKOHAMA)	ROTTERDAM
HANKOW	SAN FRANCISCO
HONGKONG	SEANGHAI
HARBIN	SYDNEY
Kobe	TOKIO
MACAO	TIENTSIN
MADRID	TOKYO
MANILA	YOKOHAMA
MOSCOW	
PARIS	
Peking	
PRINCE ALBERT	
REIMS	
RUSSIA	
SEANGHAI	
SHANGHAI	
SINGAPORE	
ST. PETERSBURG	
SWITZERLAND	
TIENTSIN	
TOKYO	
YOKOHAMA	

Interest allowed on Current Accounts.
Deposits received for fixed periods at
to be obtained on application.

EISEI ONO,
Manager.

Hongkong, Oct. 31, 1918.

ESTABLISHED 1854.

CHECKED-UP £1,600,000.00 = (£ 3,000,000)
CAPITAL
PAID-UP £1,600,000.00 = (£ 4,184,000)
CAPITAL
RESERVE FUND £1,937,149. = (£ 769,763)

HEAD OFFICE—AMSTERDAM.
Branches at:
The Hague Rotterdam
HEAD AGENCY—BARNAVA.
Branches at:
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ANDONG, SAMARANG,
SHANGHAI,
YOKOHAMA, SINGAPORE,
SOURABAYA, SOERABAYA (Solo),
ATJAH, BATANG, TAYONGTONG (Deli),
INDON, TELUK,
ALMADINA, TELUK BONGS,
KUALA, KUALA, WILHELMSTADT,
MONTREAL.

Correspondents at Batavia, Colombo,
Adra, Pondicherry, Calcutta, Bangkok,
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TIME TABLE.											
OUT						IN					
Kowloon	5.40 7.08	8.20 11.25	12.05 1.45	*4.00	5.18 7.20	Canton	7.00	—	12.00	4.20	—
Hong Kong	8.44	9.24 11.29	—	1.52	5.22	Sham Chun	8.50	8.06*10.13	11.35 2.52	7.18	6.30 6.33 9.06
Yau Ma Tei	6.48	9.40 11.29	—	1.57	5.37 7.37	Sheung Shui	—	8.12 10.13	11.41	—	5.37 6.33 9.13
Sha Tin	7.00	9.52 11.43	—	2.09	5.48 7.59	Yau Ling	—	8.10 10.25	11.44	—	5.40 6.33 9.16
Tai Po	7.33	10.07 12.02	—	2.32	5.53 7.53	Tai Po Market	—	8.26 10.31	11.55	—	5.40 6.40
Tai Po Market	7.37	10.12 12.03	—	2.36	5.58	Tai Po	—	8.33 10.34	12.01	—	6.33 6.43 9.27
Yau Ling	7.58	10.28 12.19	—	2.55	6.04 8.06	Sha Tin	—	8.44 10.47	12.20	—	6.04
Sheng Shui	7.59	10.25 12.22	—	2.50	6.10	Yau Ma Tei	—	8.56 10.58	12.33	—	6.15
Sham Chun	7.24 7.53	10.20 12.20	12.50	*4.45	6.12 8.16	Hung Hom	—	9.02	12.37	—	6.20
Canton	—	10.4	—	8.10 3.40	7.33	Kowloon	—	10.30 9.50 11.04	12.40 8.32 7.52	6.53	1.08 9.55

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